4: Allen H-4 (no date) 1941 RD1 Ukraine RD1

377 energy was not of urgent importance. Dnieprostroy supplies neighbouring towns and industrial plants with light and power (including the new 'Dniepr Electrical-Metallurgical Works' and the 'Dniepr Aluminium Works'), but the electrification of the railways of Soviet Ukraine has not yet been undertaken, nor does this appear necessary in view of the cheap supplies of fuel locally available.

397 As for machine and other mechanical works, there were in existence before 1916: 'Hartmann's Locomotive Works' at Lugansk; 392 the more modern 'Kharkov Locomotive Works' and 'The Electro-103 Mechanical Works', also at Kharkov; and a series of smaller machine works (particularly for the manufacture of agricultural machinery) at Sumy, Alexandrovsk, Berdyansk, Odessa and Kiev. The Soviet Government considerably enlarged the 'Lugansk Locomotive Works', and recently machine and locomotive works have been in process of construction and subsequent enlargement at Kramatorskaya (in the Donets region). New 'Tractors' Construction Works' have been built in Kharkov. Machinery plants have been founded in Berdyansk and Cherkassy; the old Kiev and Alexandrovsk works have been enlarged; and new agricultural machinery works have been built in Elizavetgrad, Melitopol and Kherson. The shipbuilding works in Nikolaev continue to supply the Black Sea fleet as before the Revolution. There, during the last war, ships were in construction for the Imperial Navy; armour-plate being manufactured in the 'Nikopol-Mariupol Works'.

381 Some progress has been made in the development of a chemical industry based on the abundant supplies of coal in Donbass. There are chemical processing plants at Slavyansk and Lisichansk, and near the railway stations of Gorlovka and Konstantinovka. The industry is still in the experimental stage, but Soviet 'Plans' envisage the supply of 30 per cent of the needs of the home market.

433 The Soviet emphasis on the development of Ukrainian heavy industry and a parallel neglect of the possible expansion of light industries has produced a badly balanced economy in Soviet Ukraine and the country remains dependent on other and often distant parts of the Union for the satisfaction of many of the needs of the people. Political considerations which aim at establishing the complete interdependence of the various parts of the Union are at the basis of the particular direction of the Five Year Plans in the Ukraine. The emigré Ukrainian economist, V. Sadovsky, writes: 'In 1934, 69·4 per cent of industry went to the production of materials and of the tools of production, and only 34·6 per cent for general needs. In this sense the relations existing in 1913 were

377 The functioning of the *Dnieprogues* station, which could open enormous possibilities of development of all kinds of industries and of the electrification of the railways, has nevertheless, despite its enormous power, failed to change the industrial geography of the Ukraine because it is just half-way between the Donietz basin and Krivoi-Rog and thus does not bring about any alteration in the distribution of the sources of energy.

438 Thus the heavy industry of the Ukraine remains, in its greater part, concentrated around this region, round Nikopol and along the northern edge of the Donietz basin.

325 Kharkov and its surroundings are the greatest metallurgical centres of the Ukraine. There great factories of turbines, of generators, of electrical machines, of tractors, of locomotives, of railway trucks, and of factory equipment, etc., are to be found.

327 The production of sheet-iron and of steel rails, tubes, plates, beams, wire, etc., is distributed among many factories of the Donietz basin, at Nikopol and at Dniepropetrovsk.

Zaporojie (not far from Krivoi-Rog and near the *Dnieprogues*) produces nearly 60 per cent of the special steels of the Union. The Soviets intend to create a new powerful centre of metal industry there.

● 397 Apart from Kharkov, factories producing all the
392 heavier machines such as locomotives are to be found in the Donbass (abbreviation of Donietz basin which we will now use), at Lougansk, and at Kramatorski, where an enormous newly constructed factory is one of the largest in the world.

402 The equipment for the light industry—the mills, wine-presses, oil mills and elevators—is chiefly manufactured at Berdiansk (Donbass), Melitopol (Northern Taurida), Tcherkassy (centre), Kiev, and Odessa.

392 Agricultural machinery comes from the factories of

U 185 489 494 of road passengers should increase 7½ times; and the number of buses, by 3,000.

U 185 489 503 The Five-Year Plan also provides for the expansion of river and sea traffic. Small rivers are to be extensively adapted for navigation, and will also be utilized for local hydro-electric power supplies. Shipbuilding yards are to be rebuilt, and the tonnage of river and sea traffic is to be considerably increased. The freight turnover on small rivers of the Ukraine in 1950 is fixed by the Five-Year Plan at 450,000 metric tons.

Pre-War Traffic

U 489 In 1937 the Ukrainian railways handled 315.1 million metric tons of loads, as compared with 165.7 million in 1932. The river transport carried 7.7 million tons (4.7 million in 1932), while in the same year Ukrainian seaports handled 8.6 million tons as against 6.5 million tons in 1932.

SU 497 U 497 The U.S.S.R.'s system of rail transport is perhaps the weakest link in the Soviet economy. In 1937 the railway network of the entire Soviet Union amounted to only 86,400 kilometres (85,400 kilometres in 1933). The construction of additional lines had by no means kept pace with the expansion of industry and agriculture. The Ukraine in 1937 had some 14,400 kilometres of railway lines; and traffic loads in that year amounted to some 315.1 million metric tons. The inadequacy of the system if compared with other European countries is marked. For example, in France (the area of which was approximately equal to that of pre-war Ukraine) the length of the principal lines open for traffic on January 1, 1938, was 42,000 kilometres.

U 727 497 The war has greatly disrupted Ukrainian rail transport. Locomotives, rolling stock and tracks were heavily damaged or destroyed. The problem of rehabilitation is especially serious, because the lack of adequate transport facilities hinders other rebuilding projects. The locomotives and cars taken as reparations from Germany, being chiefly of narrow gauge, are consequently of no use on most existing Soviet tracks.

Production of Long Distance Locomotives

U 397 Before the war the output of long distance locomotives in the Ukraine was as follows.

TABLE XXI

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•397 Ukraine: Pre-War Production of Long Distance Locomotives

Year	Ukrainian S.S.R number	Soviet Union total number
1928	231	479
1932	431	828
1937	880	1,214

Sources: Socialist Construction, Moscow, 1939; and Russia's Economic Front, A. Yugov, New York, 1941.

SU [397] Ukrainian production of long-distance locomotives in 1950 is planned to be 1,000. For the Soviet Union as a whole a target of 2,720 has been fixed: this includes 2,200 steam locomotives, 300 diesel, and 220 electric locomotives. The Ukrainian output of freight cars in 1950 is fixed at 55,500 - more than a third of the target for the whole U.S.S.R., which is 146,000 freight cars.

Motor Vehicles

U 397 SU [397] The number of motor vehicles to be produced in 1950 in the Ukrainian S.S.R. is fixed by the new Five-Year Plan at 25,000 while for the entire Soviet Union the output is as follows: 428,000 trucks, 65,600 passenger cars, and 6,400 motor buses. Apparently the destruction of factories producing motor-vehicles was particularly heavy.

The Five-Year Plan provides for the building in the Ukraine of two motor car assembly plants, as well as a works to produce annually 60,000 motor trucks.

Dnieper-Bug Canal[1]

U 503 497 The Dnieper-Bug Canal, cutting through the Pinsk bogs and the Brest forest in Byelorussia, is important as the only water outlet towards the west, connecting the Dnieper, Western Bug, and the Black Sea with the Vistula.

It first took shape at the end of the 18th century under the name of the Imperial Canal. But in those days, being shallow and without sluices, it was of little use for navigation. For ten months in the year the canal was dead. Only at high water, in the springtime, could a small quantity of timber be rafted along its course.

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1 Soviet News July 24, 1946.